

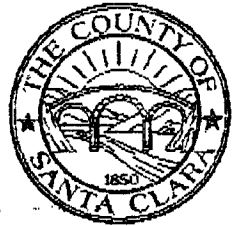
III. PUBLIC AGENCY COMMENT LETTERS AND RESPONSES

County of Santa Clara

Roads and Airports Department
Land Development and Permits

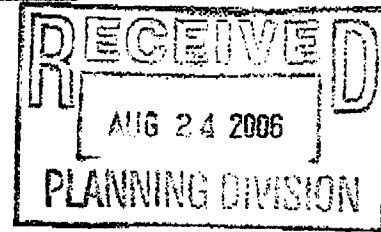
101 Skyport Drive
San Jose, California 95110-1302
(408) 573-2400 FAX (408) 441-0275

1



August 22, 2006

Mr. Douglas V. Handerson, AICP, Associate Planner
City of Santa Clara Planning Department
1500 Warburton Avenue
Santa Clara, CA 95050



Subject: Notice of Availability of a Draft Environmental Impact Report Santa Clara Square
Mixed Use 3700 El Camino Real SCH# 20003122002

Dear Mr. Handerson,

Your July 21, 2006 memo along with the attachment for the subject application have been reviewed.
Our comments are as follows:

1. The Traffic Impact Report (TIR) should include the intersection on Lawrence Expressway north-east of highway 101 as well the intersections on Central Expressway.
2. TRAFFIX Calculation, Pages in Appendix "B" shows no difference in Traffic Volume between Background and Project Conditions (see pages 3-2, 3-3, 3-6, 3-8, 3-10, and 3-11). These are the pages that were reviewed in detail by us. The remaining Level of Service (LOS) should indicate the same pattern.

For example:

Background on Page 3-10 the Base Volume are as follows:

15 3714 7 5 1615 30 12 1 3 6 1 15

Project on Page 3-11 of Appendix B:

15 3714 7 5 1615 30 12 1 3 6 1 15

What is the difference between the Background and Project Volume? They are the same based on the data above, which makes the comparison invalid. It seems the project traffic was not added to the LOS analysis for project scenario.

3. It is recommended a soundwall along the on-ramp to Lawrence Expressway.

If you have any questions, please contact me.

Sincerely,

Raluca Nitescu
Project Engineer
Cc: MA, SK, WRL, File

Board of Supervisors: Donald F. Gage, Blanca Alvarado, Pete McHugh, James T. Beall Jr., Liz Kniss
County Executive: Peter Kuras, Jr.

Responses to **County of Santa Clara, Roads and Airports Department**

1. The requirement for study of an intersection as part of a traffic impact analysis is determined by the “Ten Trip Rule” as outlined in the VTA’s *Transportation Impact Analysis Guidelines*, December 1, 2006. All intersections to which the project is estimated to add 10 or more peak hour trips per lane to any movement were studied per VTA guidelines. With Central Expressway providing two lanes in each direction, a minimum of 20 trips would be required for study. Similarly, with Lawrence Expressway providing four lanes in each direction, a minimum of 40 peak hour trips would be required to be added to its through lanes, or 10 trips to its turn lanes. The analysis indicates that project trips will add less than 10 peak hour trips to Central Expressway; and that project trips will dissipate drastically north of US 101 and result in less than 10 trips being added to any intersection along Lawrence Expressway, north of US 101. The evaluation concluded that there is no need for analysis of additional intersections.
2. Background Condition volumes used in the analysis consist of existing intersection counts plus the addition of traffic associated with approved projects in the area. Project condition volumes consist of Background Condition volumes plus the addition of estimated project traffic. Each intersection level of service calculation indicates existing, approved trips, and project trips as separate line items. The components of traffic are added and presented for each calculation under the “Final Vol” line of the calculation sheets. Intersection level of service results are based on the summation of each component of traffic, or the “Final Vol” line. The difference in the Background and Project conditions is the Project Trips. Using the same example:

Intersection #601 - Lawrence/Lehigh				AM Peak Hour Volumes (Final Vol)											
				North			South			East			West		
				L	T	R	L	T	R	L	T	R	L	T	R
Existing Conditions				15	3,714	7	5	1,615	30	12	1	3	6	1	15
Background Conditions				405	3,893	7	5	1,766	504	142	1	128	6	1	15
Project Conditions				405	3,905	7	5	1,800	504	142	1	128	6	1	15
Project Trips				0	12	0	0	34	0	0	0	0	0	0	0

3. The residential areas in the buildings along Lawrence Expressway are located on the fourth and fifth levels. The landscaped courtyards are shielded by the building, and the exterior balconies along Lawrence Expressway are to be inset into the building shell and/or will incorporate rail-height shielding from roadway traffic as described in Section III. K. Noise. A condition of approval for the project is a 8-foot chain link fence covered with vines along the on-ramp to Lawrence Expressway. The fence is a safety measure to keep people from the project off the on-ramp right-of-way. Access to the VTA bus stop on the ramp will be from the El Camino Real end of the ramp.

DEPARTMENT OF TRANSPORTATION

P. O. BOX 23660

OAKLAND, CA 94623-0660

(510) 286-4444

(510) 286-4454 TDD



Flex your power!
Be energy efficient!

27

27.

September 7, 2006

SCL-082-14.43

SCL082351

SCH 2003122002

Mr. Douglas V. Handerson
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Dear Mr. Handerson:

Santa Clara Square - Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed project. We have reviewed the DEIR and have the following additional comments to offer.

1. Traffic

Page 88: The recommendation for traffic operation improvements on Halford Avenue should be made part of the mitigation measures included in the project.

2. Cultural Resources

Should construction activities occur in the State right of way (ROW) for this project and there is an inadvertent archaeological or burial discovery, in compliance with CEQA, PRC 5024.5 (for state-owned historic resources) and Caltrans Standard Environmental Reference (SER) Chapter 2 (at <http://www.dot.ca.gov/hq/cnv/index.htm>), all construction within 50 feet of the find shall cease. The Caltrans Cultural Resource Study Office, District 4, shall be immediately contacted at (510) 286-5618 or 622-5458. A Caltrans staff archaeologist will evaluate the finds within one business day after contact. Archaeological resources may consist of, but are not limited to, dark, friable soils, charcoal, obsidian or chert flakes, grinding bowls, shell fragments, or deposits of bone, glass, metal, ceramics, or wood.

3. Community Planning

III. M. Transportation/Traffic. For site access consider addressing pedestrian access to the site as a means of reducing vehicular trips between adjacent neighborhoods and the new development, including those by way of State Route 82 (El Camino Real). Although

"Caltrans improves mobility across California"

Responses to **California Department of Transportation**, September 7, 2006

1. There are no significant traffic impacts and, therefore, no mitigation measures are required. See section III. M. Transportation / Traffic. Traffic “operations improvements” on Halford Avenue as recommended by the Engineering Division include the construction of a median with a left-turn pocket for the middle driveway to the site. Angled parking along the project site frontage on Halford Avenue was being considered when the DEIR was written. The Engineering Division has now decided that only parallel parking will be allowed.
2. The City of Santa Clara / Silicon Valley Power underground electric system will be required to be upgraded to serve the project. This will include a new underground connection across El Camino Real (SR 82). The Cultural Resources mitigation measures have been amended to include the State requirements for work within the State right-of-way. See Text Amendments to section III. E. Cultural Resources.
3. The sidewalk planned along Halford Avenue is 10 feet wide. Crosswalk enhancements will be considered by the Engineering Division during project development review to enhance pedestrian access in the area.

the site plans provided in the DEIR appear not to show the sidewalk layout and street crossings around the perimeter of the project site. Drawings previously reviewed for the Santa Clara Square rezoning application seemed to show sidewalks only 5 or 6 feet wide along the east side of Halford. Consider placing a wider sidewalk along the east side of Halford Avenue with enhanced crosswalks connecting the project site to neighborhoods to the west. In order to connect residences to the south of the new development, the provision of a pedestrian pathway between Sarita Way and the project site should be considered. Also, consider working with the Department on potential enhancements to crosswalks on El Camino Real adjacent to the project site. Such treatments have the potential to provide a comfortable and inviting environment for pedestrians by encouraging travel to and from adjacent neighborhoods, thereby decreasing impacts associated with vehicular trips.

4. Design

The project site is adjacent to and runs the entire length of the on-ramp to Lawrence Expressway N/B. As a safety measure, it is recommended that a visual barrier be provided to shield the on-going construction activities from traffic.

5. The Department would like to review this project again during the design phase to ensure that all horizontal clearances are in compliance with requirements of state and local agencies.

6. Encroachment Permit

Work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process.

See the website link below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Additional comments, if any, from our Project Management and Hydraulics functional review branches will be forwarded to you as soon as they are received.

"Caltrans improves mobility across California"

4. A 6-foot-high solid construction fence that will serve as a visual barrier will be constructed along Lawrence Expressway. In addition, there are existing trees along the property line that screen the view of the site. Upon completion of construction, as a condition of approval the construction fence will be replaced with a permanent 8-foot-high chain link safety fence that will be ultimately covered with vines.
5. Final project plans will be sent to the California Department of Transportation for review.
6. An encroachment permit will be obtained from the State Department of Transportation for the underground electrical connection across El Camino Real (SR 82).

Should you require further information or have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

Mia Carboni

for TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Scott Morgan, State Clearinghouse

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Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

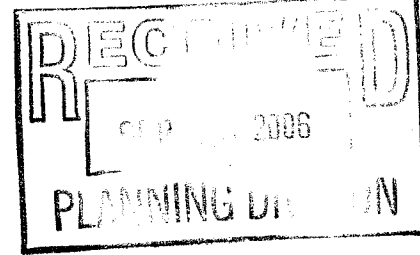


Sean Walsh
Director

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September 8, 2006



Douglas V. Handerson
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: Santa Clara Square (3700 El Camino Real)
SCH#: 2003122002

Dear Douglas V. Handerson:

- / The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on September 7, 2006, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

Enclosures

cc: Resources Agency

Responses to **State Clearinghouse**

1. The comment is acknowledged. No response is required.

**Document Details Report
State Clearinghouse Data Base**

SCH# 2003122002
Project Title Santa Clara Square (3700 El Camino Real)
Lead Agency Santa Clara, City of

Type EIR Draft EIR
Description The project is a Planned Development rezoning application and variance application to allow a mixed use development of up to 490 residential units (including 10% affordable housing), up to 12,300 square feet of office space, up to 171,000 square feet of commercial/retail space and 1,672 parking spaces on approximately 12.6 acres at 3700 El Camino Real, the southwesterly quadrant of El Camino Real and Lawrence Expressway, in the City of Santa Clara. The 171,000 square feet of commercial/retail space includes 141,711 square feet of commercial/retail space (including the existing Kohl's store) that is currently on the site. A Development Agreement is also proposed.

Lead Agency Contact

Name Douglas V. Handerson
Agency City of Santa Clara
Phone (408) 615-2450 **Fax**
email
Address 1500 Warburton Avenue
City Santa Clara **State** CA **Zip** 95050

Project Location

County Santa Clara
City Santa Clara
Region
Cross Streets El Camino Real / Lawrence Expressway
Parcel No. 313-06-002 & 004

Township	Range	Section	Base
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Proximity to:

Highways 101, 280
Airports
Railways Caltrain
Waterways
Schools Santa Clara Unified
Land Use Retail Commercial / Community Commercial / Transit-Oriented Mixed Use

Project Issues Aesthetic/Visual; Air Quality; Geologic/Seismic; Landuse; Noise; Sewer Capacity; Toxic/Hazardous; Water Quality

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 2; Department of Parks and Recreation; Native American Heritage Commission; Department of Housing and Community Development; Office of Historic Preservation; Office of Emergency Services; Department of Fish and Game, Region 3; Department of Water Resources; California Highway Patrol; Caltrans, District 4; Department of Toxic Substances Control; State Water Resources Control Board, Clean Water Program; Department of Health Services

Date Received 07/24/2006 **Start of Review** 07/25/2006 **End of Review** 09/07/2006

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47

File: 29920
El Camino Storm Drain

September 11, 2006

City of Santa Clara
Attention: Douglas Handerson, AICP
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: Draft Environmental Impact Report for the Santa Clara Square Project

Dear Mr. Handerson:

The Santa Clara Valley Water District (District) has reviewed the subject document received on July 27, 2006.

The proposed project consists of demolition of existing commercial buildings and the construction of a mixed use development containing up to 490 residential units along with about 171,000 square feet of commercial/retail space. The following are District comments with respect to each category below:

/ Water Supply

The cumulative impacts section of the Draft Environmental Impact Report (DEIR) states that "the project would contribute to cumulative impacts on public services and facilities along with other projects throughout the city." Although the site falls 10 residential units short of requiring a Water Supply Assessment per Water Code Section 10910 (SB 610), please elaborate quantitatively (acre-feet of water) on the cumulative impacts of water supply demands by this development.

Cumulative impacts, as defined by CEQA, consist of two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or a number of separate projects. Cumulative impacts may result from individually minor, but collectively significant projects taking place over a period of time. Section 15130 of the CEQA Guidelines states that an EIR should discuss cumulative impacts, "when the project's incremental effect is cumulatively considerable, as defined in section 15065(c)." The discussion does not need to be as detailed as is necessary for project impacts, but is to be "guided by the standards of practicality and reasonableness." The purpose of the cumulative analysis is to allow decision makers to better understand the potential impacts which might result from approval of past, present, and reasonably foreseeable future projects, in conjunction with the proposed project.



Responses to **Santa Clara Valley Water District**

1. The project is estimated to require approximately 157 acre-feet of water per year. The City's current approved Urban Water Management Plan (UWMP), as adopted in 2005, and General Plan, as amended in 2002, projected increases in housing density that resulted in corresponding increases in water usage. According to the City's Water and Sewer Utilities Department, the increase in multi-family housing units associated with this project is consistent with these projections. Thus, there are adequate potable water supplies to meet the projected increase of approximately 157 acre-feet per year for this project.

2. Recycled Water

Although recycled water is currently not available on site, the District encourages the City of Santa Clara to contact West Valley Sanitation District and the South Bay Water Recycling Program to determine if recycled water is expected to become available in the future in this area. If so, we recommend that any new plumbing or modification to existing plumbing include the option of using recycled water.

Recycled water should be required for all new construction. This includes landscape irrigation, where appropriate, depending on quality, ornamental features, and potential toilet flushing. It is the District's understanding that this is consistent with the City's General Plan goals and we recommend maximizing recycled water usage. Please contact Mr. Hossein Ashktorab with the District's Water Use Efficiency Unit, at (408) 265-2607, extension 2291, for additional information on recycled water issues.

3. Water Conservation

The District recommends that all new residential and commercial development incorporate baseline water conservation measures as well as enhanced conservation as identified in our 2005 Urban Water Management Plan to the maximum extent practicable. This includes water-saving measures and the most current water-conserving technologies/practices available. In order to meet water supply goals for normal, single dry and multiple dry years enhanced conservation is required including, but not limited to:

- Construction standards that require high-efficiency fixtures (for example, high-efficiency washing machines and high-efficiency 1.2 gallons-per-flush toilets rather than the 1.6 gallon per flush as required by Code).
- Implementation of high-efficiency devices for outdoor water uses (such as self-adjusting weather-based irrigation controllers – also known as "Smart Controllers").
- Enforcement of the City's Model Efficient Landscape Ordinance (as per AB 325 1990).
- Metering or sub-metering for each individual unit.
- Dual plumbing for interior recycled water use.
- Promotion and use of low-water using and climate appropriate plants.
- Additionally, all new development should be in compliance with the Green Building Policies.

The above items should be addressed in the EIR.

Low-water use landscaping needs to be included in the mitigation measures with an explanation how reduction in landscaping water needs will be achieved. The EIR should specify the planting of water-efficient landscape materials, including climate-appropriate natives, wherever possible.

2. The nearest source of recycled water is approximately three miles from the site. The City of Santa Clara's Recycled Water Program with South Bay Water Recycling has evaluated the most cost-effective areas within the city to which to provide recycled water. There are currently no plans to extend recycled water to this area of the City. Plumbing for the future use of recycled water for landscaping will be discussed with the Water and Sewer Utilities Department and considered in the design of the project.

3. The comment suggests that the project should be in compliance with the District's UWMP. The City of Santa Clara is the water retailer providing water to this site and the City has a current approved UWMP. The project must comply with all water conservation requirements in the City's UWMP. The City also has an ordinance requiring water-efficient landscaping that the project must comply with.

Please contact Mr. Hossein Ashktorab with the District's Water Use Efficiency Unit, at (408) 265-2607, extension 2291, for additional information on the latest developments in water conservation.

4. Groundwater Management

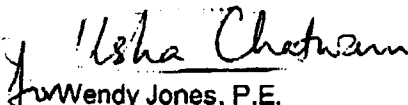
The DEIR states that the groundwater level is between 15 and 25 feet below grade as indicated by soil borings performed in September 2003. ~~September is usually a month of lower groundwater levels. Groundwater levels at the site during the rainy season may be considerably higher, therefore, construction dewatering is likely to occur. Also, there is an operational fuel service station at the corner of Halford Avenue and El Camino Real, noted to have been closed in 2004, adjacent to the project site. The District suggests that the nearby service station closure be evaluated to determine if construction dewatering could mobilize any contaminants which may be in the soil and/or groundwater.~~

The groundwater quality impacts due to storm water infiltration are not addressed. Water quality impacts of runoff due to surface water are addressed through the use of porous pavement and grassy swales to encourage infiltration on-site. These mitigation measures should be evaluated with respect to the highest possible groundwater elevations to determine the separation between the bottom of the mitigation measure and the top of high groundwater level.

Please contact Ms. Barbara Judd with the District's Groundwater Management Unit at (408) 265-2607, extension 2269, for additional information regarding groundwater management issues.

Thank you for allowing us the opportunity to review the DEIR for the subject project. If you have any questions or comments, please call me at (408) 265-2607, extension 3135.

Sincerely,


Wendy Jones, P.E.
Assistant Engineer
Community Projects Review Unit

cc: B. Goldie, S. Tippets, B. Judd, E. Fostersmith, J. Crowley, M. Silva, U. Chatwani,
W. Jones, E. Hayes, File (2)

wj:mf
0911b-pl.doc

4. No underground construction is planned with the project; therefore, groundwater is not expected to be encountered and no dewatering will be required. Groundwater at the project site is at a depth of approximately 20 feet or greater. Any infiltration to that depth is not expected to have a significant impact on groundwater. The Fire Department closure reports for the former tanks that were removed at the existing service station are on file with the Santa Clara Valley Water District.

51.

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Douglas V. Handerson, AICP
Associate Planner
Planning Division
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

September 11, 2006

Re: Santa Clara Square Response to Draft EIR

Dear Mr. Handerson:

Thank you for allowing the City of Sunnyvale to review the Draft Environmental Impact Report for the proposed Santa Clara Square project at 3700 El Camino Real. The Planning Division of the Community Development Department has reviewed the Draft EIR, along with the Traffic and Transportation Division of Public Works, and have the following comments:

A. Aesthetics:

1. The 8 story (95 foot) buildings proposed to be located in front of the existing Kohls' building would be substantially higher and denser than other buildings along El Camino Real in either Santa Clara or Sunnyvale. The EIR should mention what the heights and scale of other buildings in the vicinity are in order to give the context of the project.
2. The EIR states that aesthetic qualities are highly subjective, and then avoids any further discussion of the size and scale of the project. A more accurate discussion would be to discuss the project and its impacts on the immediate area, specifically on the El Camino Real corridor. There are no other buildings with the same degree of massing and scale in the area.

J. Land Use Planning:

1. The EIR concludes that the project would be compatible with the surrounding area with the incorporation of design elements such as providing entry points, by designing on-site circulation to minimize off-site traffic congestion and by providing lowered building massing along the property closest to existing residential developments. The EIR does not,

Responses to **City of Sunnyvale**

A-1 & 2. The comment is acknowledged. See text amendments to section III. A. Aesthetics.

J-1. The comment is acknowledged. See text amendment to section III. J. Land Use and Planning.

however, discuss the compatibility of the project with other uses along El Camino Real in Santa Clara or Sunnyvale. The project includes buildings eight stories and 95 feet in height, which is much more intense than any other development along the corridor.

2. A mixed-use project of this scale should be more closely tied into El Camino Real, especially considering the possibilities as described in the Sunnyvale El Camino Real Precise Plan update and the area-wide Grand Boulevard initiative. Options include designing transit facilities into the project design and pedestrian-oriented buildings, especially along El Camino Real. These two planning documents should be reviewed as part of the Land Use and Planning section of the EIR to determine the compatibility with both the adjacent city and area-wide planning initiatives.

L. Public Services:

1. The Parks and Recreation Setting describes the nearby City of Santa Clara and Sunnyvale parks available to residents of the proposed project, but the Impact and Mitigation section only discusses those parks within the City of Santa Clara. There should be a discussion of the impact that 490 homes at the proposed site would have on the parks located within the City of Sunnyvale.
2. The amount of on-site open space and recreation does not appear to remove the need for use of a larger park area. Does the amount of usable open space located on site meet the requirements of the City of Santa Clara?

M. Transportation/Traffic:

1. Long range traffic forecasts show that Lawrence Expressway will have a number of deficient intersections in future years. The City of Sunnyvale would like to be assured that a portion of transportation impact fees paid to the City of Santa Clara by the applicant will go towards Santa Clara's fair share of the required improvements along Lawrence Expressway.
2. Please explain why a lower than average trip generation rate was used for the residential trip generation.
3. Transit capacity was considered in the TIA, but possible improvements to transit access seem to be overlooked. Please consider improvements to bus stop access, amenities and signage.
4. It appears that during the PM peak, the project will add more than 10 trips per lane to Poplar/El Camino Real and Henderson/El Camino Real intersections. Why were these intersections not included as study intersections?

General Comments:

1. Please notify the following neighborhood organizations of any public hearings or meeting related to the project (contact information available from the City of Sunnyvale):

- J-2. The project fronts onto El Camino Real with a 33-foot-wide sidewalk. Access to the sidewalks and the bus stops located on El Camino Real at Halford Avenue is provided by sidewalks along the driveway that runs down the center of the project. The proposed project is consistent with a majority of the Guiding Principles of the Grand Boulevard Initiative along El Camino Real. This development is also consistent with parts of the Sunnyvale El Camino Real Precise Plan, as recently revised. Santa Clara Square is a Mixed Use development at a “Node” location, a major intersection with transit connections; and it is located at a Gateway to both cities and provides a unique identity and sense of place for this location at the edge of the cities.
- L-1. The comment is acknowledged. See text amendment to section III. L. Public Services.
- L-2. The amount of open space within the project (approximately 13,600 square feet on the podium of Building II, 17,600 square feet on the podium of Building V, and 19,300 square feet on the podium of Building VI) is adequate according to the Director of the City of Santa Clara Parks and Recreation Department. Under standard calculations, all new housing units affect a persons-per-acre parkland calculation, such that onsite amenities are required to minimize impacts on existing park facilities in the project vicinity.
- M-1. As described in section III. M. Transportation / Traffic, the project would not have a significant impact at any of the 10 intersections on Lawrence Expressway that were analyzed. The City of Santa Clara does not collect traffic impact fees unless they are required for a specific mitigation measure.
- M-2. The trip generation forecast procedure is described in the Traffic Impact Analysis in Appendix B, Technical Appendix. Trip generation estimates for the project were developed with the assistance of City of Santa Clara staff and the use of rates contained in *The Institute of Transportation Engineers (ITE), 7th Edition Trip Generation Manual*. As is typically done, the equations presented in the ITE manual were used to estimate trip generation for the project. The use of the equations, rather than the presented average rates, provides for a more accurate representation of trip estimates for specific land uses sizes. Though the average rate is higher than the rate calculated with the use of the equation, it does not accurately reflect surveyed trip generation patterns. The equation identifies a specific rate based on the size of the development, and in most cases the rate decreases slightly as development size increases.
- M-3. The comment is acknowledged. Transit access amenities and signage will be considered in the project development.

- Birdland Neighbors
 - Raynor Park Neighborhood Association
2. It appears that many of the reports and studies cited in the EIR are three years old or more. Are the determinations and results of these studies still accurate?

Thank you for the opportunity to comment on the EIR. Please let me know if you have any questions about the items raised in this letter. You can reach me at 408 730-7707, or at aminer@ci.sunnyvale.ca.us.

Sincerely,



Andrew Miner, AICP
Principal Planner

- M-4. The trip distribution and assignment procedures are described in the Traffic Impact Analysis in Appendix B, Technical Appendix. The project trip assignment indicates a maximum volume of 36 peak hour trips along westbound El Camino Real during the p.m. peak hour at the intersection of El Camino Real and Halford Avenue. It is expected that project trips would begin to dissipate between Halford Avenue and Wolfe Road, resulting in less than 10 trips per lane per movement through the intersections of Henderson Avenue, Poplar Avenue and Wolfe Road with El Camino Real.
- GC-1. The Birdland Neighbors and Raynor Park Neighborhood Association will be notified for all project meetings.
- GC-2. The environmental review process for the project began over four years ago when the application was filed on December 12, 2003. There have been several delays in the process. The air quality, tree, archaeology, geotechnical, Phase I, and noise reports have all been reviewed by the respective consultants and City staff and they all adequately address the respective conditions and project impacts. The City Traffic Engineer has reviewed the traffic analysis and determined that it also adequately reflects the current traffic conditions and project impacts. The traffic counts were verified, and found to be satisfactory by the City Traffic Engineer. See the traffic count validity memo by Hexagon Transportation Consultants, Inc. in the Appendix.

September 11, 2006

City of Santa Clara
Department of Engineering
1500 Warburton Avenue
Santa Clara, CA 95050

Attention: Douglas Handerson

Subject: Santa Clara Square

Dear Mr. Handerson:

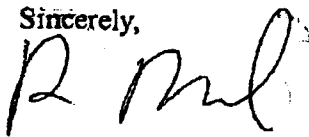
Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR for a mixed use development of up to 490 residential units and 171,000 square feet of commercial/retail development on 12.6 acres at the southwest corner of El Camino and Southwest Expressway. We have the following comments:

Bicycle Parking

- / VTA recommends that the project include 174 Class I bicycle parking spaces (bike lockers) and 35 class II bike parking spaces (bicycle racks), based on VTA's *Bicycle Technical Guidelines*. The bicycle racks should be located in a visible location either within the entry plaza or within 50 feet of the main public entrances. The *Bicycle Technical Guidelines* provide additional guidance on estimating supply, siting and design for bicycle storage facilities. Contact Michele DeRobertis at (408) 321-5725 for a copy of these guidelines.

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed
Senior Environmental Planner

RM:kh

cc: Samantha Swan, VTA
SC0304

Responses to **Santa Clara Valley Transportation Authority**

1. The comment is acknowledged. The recommendations and the Bicycle Technical Guidelines will be considered in the project design. Bicycle parking facilities will be included on the exterior of Buildings I, III and IV, and within the parking garage for Buildings II and V.

DEPARTMENT OF TRANSPORTATION

P. O. BOX 23660
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59



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October 19, 2006

SCL-082-14.43
SCL082351
SCH 2003122002

Mr. Douglas V. Handerson
City of Santa Clara
1300 Warburton Avenue
Santa Clara, CA 95050

Dear Mr. Handerson:

Santa Clara Square - Draft Environmental Impact Report (DEIR)

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the proposed project. This letter supplements our letter dated September 7, 2006.

/ **Hydraulics**

Appendix B contains flow calculation errors that incorrectly show that an existing 15 inch culvert is adequate. Errors include incorrect Manning's N which should be 0.023 for corrugated metal pipe (CMP), not 0.012, shed area should be 12.6, not 9.59 acres and time of concentration for post-project case. The last value should be the average fall pipe flow velocity (or assume 3 feet per second) and not the overland flow velocity.

Additional comments, if any, from our Project Management functional review branches, will be forwarded to you as soon as they are received.

Should you require further information or have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

cc: Scott Morgan, State Clearinghouse

"Caltrans improves mobility across California"

Responses to **California Department of Transportation**, October 19, 2006

1. The site drainage area is divided into two areas: 9.59 acres that drain to El Camino Real and 2.5 acres that drain to Halford Avenue. Manning's "N" is a coefficient based on the roughness of the pipe material that is used in Manning's equation to evaluate flow in open channels, which includes non-pressurized pipes. If the Manning's "N" value is changed, then theoretically, the existing pipe size would have to be changed from 15 to 18 inches to handle the existing runoff. Since the existing pipe appears to work satisfactorily under existing conditions and since, as described in section III. I. Hydrology and Water Quality, the project design increases the pervious area on the site and reduces runoff, there is no need to reevaluate or to change the pipe size.